

ROYAL NAVAL DIVISION.
PUBLIC WORKS BATTALION.
OFFICIAL ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
stationed in the Public School of
University Lane and who will serve
as a unit.
Training is now going forward.
Applicants desiring to enrol should
apply at once to
ROYAL NAVAL DIVISION,
6, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1851.

Registered as a Newspaper at the General
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DURESCO.
The Colourwash which lasts
ten times longer.
Shade Card submitted upon
application.
ALEX. ROSS & Co.,
Sole Agents.

No. 18,020. 號十三零千八萬一第 日二十二月正年辰丙 HONGKONG, THURSDAY, FEBRUARY 24TH, 1916. 四拜禮 號四十月二年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE.
Feb. 25th.—Europe (via Siberia), per s.s. JINGCHOW.
Feb. 25th.—The French mail, per s.s. AMAZONE.
Feb. 28th.—The English mail, per s.s. NOVARA.
TO DEPART.
Feb. 24th.—Europe (via Siberia), at 11 a.m., per s.s. MIYAMAKI MARU.
Feb. 24th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 2 p.m., per s.s. NARURA.
Feb. 24th.—Europe (via Siberia), at 3 p.m., per s.s. SINKIANG.
Feb. 25th.—Europe (via Siberia), at 4 p.m., per s.s. AMAZONE.
Feb. 26th.—Europe (via Siberia), at 5 p.m., per s.s. LUCROW.
Feb. 29th.—Philippine Islands, Japan and Nagasaki, Honolulu, Canada, North and South America via San Francisco, and United Kingdom via Canada, at 9.30 a.m., per s.s. NIPPON MARU.
Feb. 29th.—Europe (via Siberia), at 3 p.m., per s.s. KIKURANG.
Mar. 5th.—Saigon, Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 9 a.m., per s.s. ATLANTIQUE.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Saigon, etc., see the Post Office Notice on the last page of this issue.

INTIMATIONS

PORTLAND CEMENT.
In Casks 575 lbs. net.
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SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. 119

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[202]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1215.
Hongkong, 4th February, 1915. 170

PEAK TRAMWAY COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
1.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 15 " "
11.00 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.15 " " 10 " "
3.15 " " 3.45 " " 15 " "
3.45 " " 4.15 " " 10 " "
4.15 " " 4.45 " " 15 " "
4.45 " " 5.15 " " 10 " "
5.15 " " 5.45 " " 15 " "
5.45 " " 6.15 " " 10 " "
6.15 " " 6.45 " " 15 " "
6.45 " " 7.15 " " 10 " "
7.15 " " 7.45 " " 15 " "
7.45 " " 8.00 p.m. " " 10 " "
8.00 p.m. to 9.00 p.m. Every 15 minutes.
9.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.00 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.15 " " 10 " "
NIGHT CARS ON Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th June, 1915. 185

FOR SALE.

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ALSO ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps.
For further particulars apply to—
LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 16th September, 1915. 184

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A.I., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Steam Engines, Bronze Castings, Pumps, Steam Turbines and Turbo-Alternators, &c. &c.

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THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. 173

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KAIPING COAL:

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DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. 136

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TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY.

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11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00
11.00	7.00	4.00	2.00	11.00	7.00	4.00	2.00

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MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN. 169

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Inspection invited.

WM. SCHMIDT & Co.
Hongkong, 4th February, 1915. 189

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For Particulars, apply to—
K. KATO,
Mr. Kato,
No. 2, Paddar Street, Hongkong.
Hongkong, 24th April, 1914. 171

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. 77

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CALDBECK. MACGREGOR & CO.

WINE & SPIRIT MERCHANTS.

15, QUEEN'S ROAD CENTRAL. 115

HOTELS

HONGKONG HOTEL
AND
GRILL ROOM.
J. H. TAGGART, Manager.
151

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CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIFTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 378.
Tel. Address: "VICTORIA."
J. WITCHELL, Manager. 25

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden and Social Rooms. European Ranner meets Steamers.
P. O. PEUSTER, Manager. 121

THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE and COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.
For further particulars, apply to—
THE MANAGER, Macau.
Tel. Add. "Phoenix," Macau.
1st February, 1915. 131

VICTORIA HOTEL, CANTON.
Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr and Mrs. Geo. E. Eyles. 123

SAVOY HOTEL.

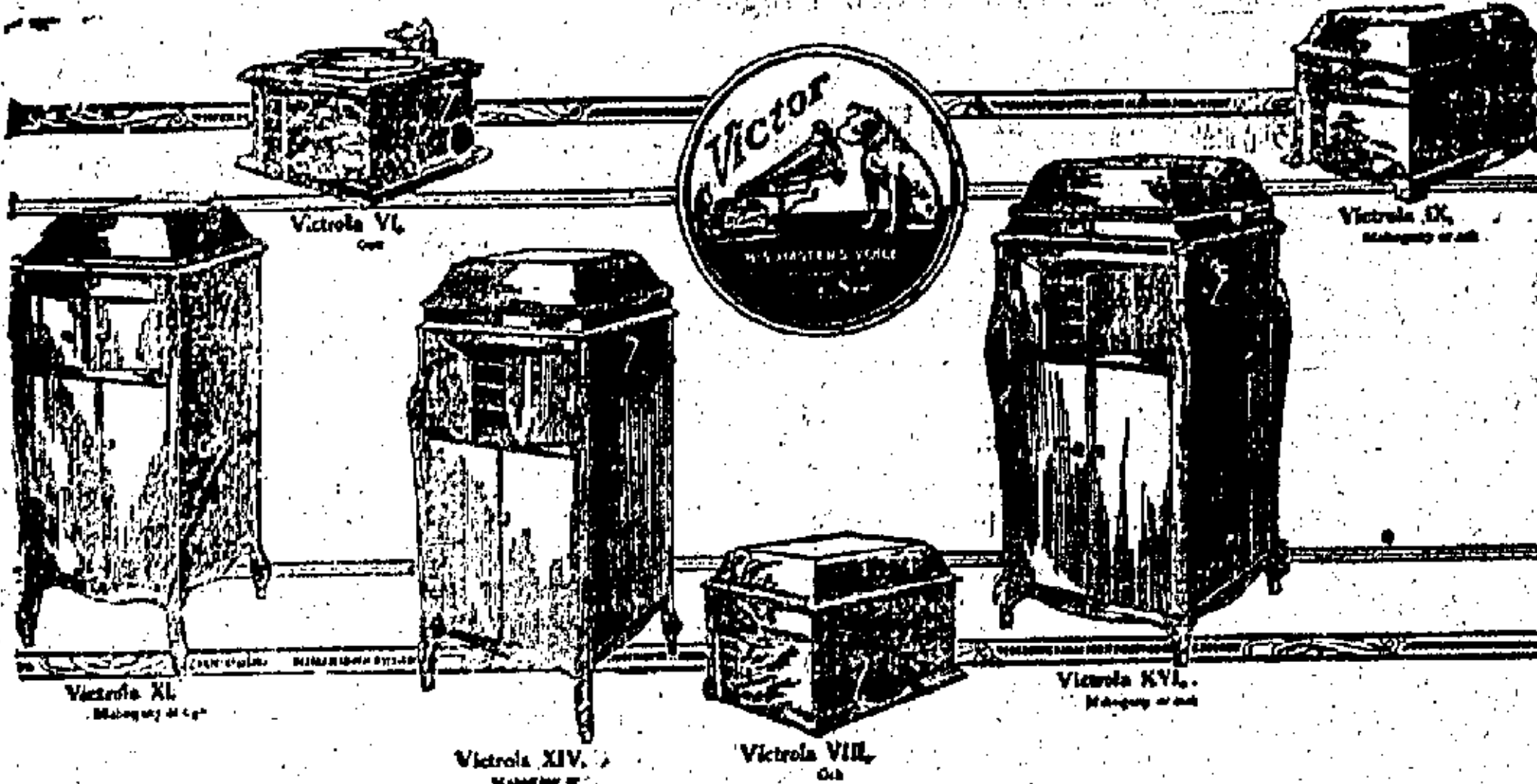
21, BRADWAY, SHANGHAI, CHINA.

THE BEST MEDIUM-PRICED HOTEL in the City. Near to everywhere, and providing all modern conveniences.
American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address Telephone No. 2,510.
SAVOY C. A. EIDDLE, Manager. 83

ENTERTAINMENTS

VICTROLA

THE INSTRUMENT FOR EVERY HOME.



PRICES AND STYLES TO SUIT ALL.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[39-4]

FURNISHED FLATS.

THE Undersigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Alexandra Buildings,
Hongkong, 26th January, 1916. [205]

TO LET—FURNISHED.
For two months from the end of March.

A FIVE-ROOMED BUNGALOW, at the
Apply to—
W. L. PATTENDEN,
Care of GILMAN & Co.,
8a, Des Voeux Road,
Hongkong, 18th February, 1916. [204]

TO LET—FURNISHED.
From 1st April, 1916.

NO. 3, STEWART TERRACE, THE
Apply to—
"A. J. P."
Care of "Daily Press" Office,
Hongkong, 11th February, 1916. [203]

TO LET—FURNISHED.

NO. 5, MORRISON HILL, 6-Roomed
House, 4 Bedrooms and 4 Bathrooms.
Vacant from 1st March.
Apply to—
HARRY WICKING & Co.,
Hongkong, 2nd February, 1916. [235]

TO LET.

A splendid set of OFFICE ROOMS on the
First Floor of No. 10, Des Voeux Road
Central (above the Robinson Piano Co.),
comprising Three Large and Two Small Rooms
with Out-houses and Servants' Quarters. The
Premises are being thoroughly repaired and
renovated. Centrally located in the vicinity
of the Banks and Shipping Offices. Rent
moderate.

Apply to—
MOW FUNG & Co.,
10, Des Voeux Road Central,
Hongkong, 18th February, 1916. [202]

TO LET.

OFFICES, 5, Duddell Street, now in
occupation of Messrs. Radecker & Co.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, 17th February, 1916. [245]

TO LET.

TWO ROOMED-FLATS in Nathan Road,
Kowloon.
THREE ROOMED FLATS in Humphrey's
Buildings, Kowloon.

FOUR-ROOMED FLATS in May Road,
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water Carriage System. A few
Flats specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.

FOUR-ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.
Alexandra Buildings
Hongkong, 29th December, 1915. [277]

TO LET.

OFFICES at 2, Connaught Road.

OFFICES in King's Buildings.
OFFICES in Des Voeux Road Central.
HOUSES in CLIFTON GARDENS,
Connaught Road.

NEW HOUSES in Broadwood Terrace,
HOUSES at the Peak.
No. 1, MORRISON TERRACE, Causeway
CANTON.

GODOWNS, at Waichau.
Nos. 1, 2 and 3, WEST END TERRACE
CANTON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, 4th November 1915. [32]

TO LET.

OFFICES in PARKER'S BUILDINGS, Second
Floor, formerly occupied by Messrs.
Wm. Meyerink & Co.
Apply to—
ALEX. ROSS & Co.,
Liquidators,
Wm. MEYERINK & Co.,
Hongkong, 9th February, 1916. [252]

TO LET.

OFFICES in Queen's Building.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, 8th December, 1915. [106]

TO LET.

NO. 10, MOUNTAIN VIEW,
Apply to—
M. J. D. STEPHENS.
Hongkong, 12th November, 1915. [97]

TO LET.

NO. 11, GAGE STREET, from 1st January,
Apply to—
J. VINCENT BRAGA,
Toyo Kisen Kaisha,
Hongkong, 16th November, 1915. [100]

TO LET.

A HOUSE in Knutsford Terrace,
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
Hongkong, 24th October, 1915. [37]

TO LET.

RAVENSHILL EAST, Park Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply to—
DEACON, LOCKER, DEACON &
HARSTON.
Hongkong, 18th October, 1915. [90]

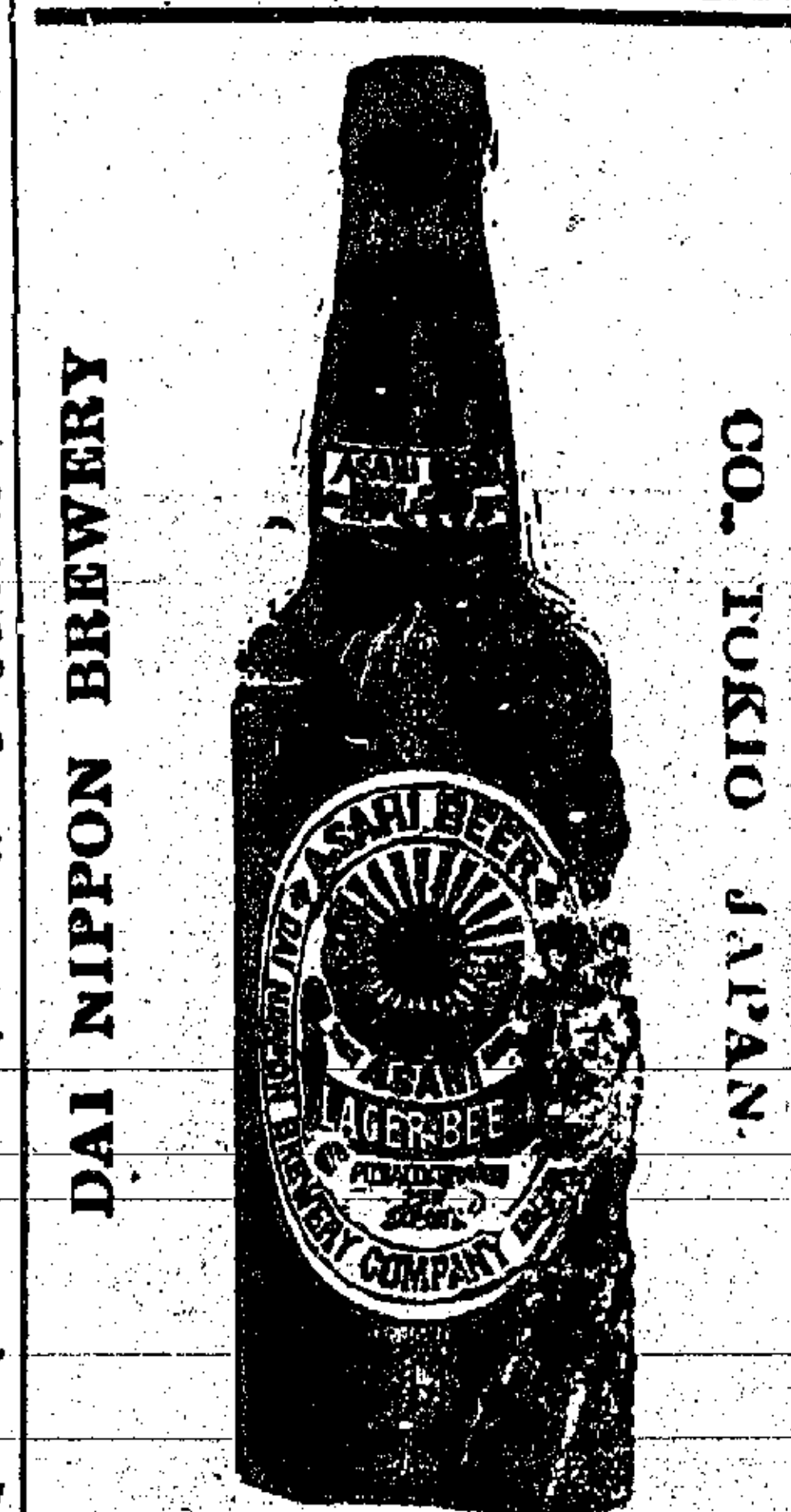
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TWO HOUSES in "STONEHENGE",
No. 5, Robinson Road. Newly done-up
and remodelled.

Each House contains downstairs Two Good
Rooms and upstairs Three Bedrooms, each with
Bathroom.

Out-houses and Grass Tennis Court.
Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [112]

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS

NITSU BUSSAN KAISHA

HONGKONG.

A WINTER JOURNEY IN
SOUTH CHINA.INTERESTING GLIMPSES OF THE
CHINESE.VILLAGE WARFARE WITH TRENCHES,
AND GRENADES.

[CONTRIBUTED.]

I set out on a cold morning—north
wind blowing hard, but a clear sky over-
head with a blazing sun. It was near
Chinese New Year and people were going
along the road with their pieces of pork
and vegetables for their New Year's
dinner. The villages are all closed against
intruders of all sorts because of the
thieves and robbers who are known to be
about. Even during the festive season the
villages must be guarded. A bamboo
hut is built outside the main entrance to
the village. It is dimly lighted, and is
provided with a few trestles and a table
where the weary watchers play cards to
while away the time. They have a most
curious collection of fire-arms—old Euro-
pean rifles and Chinese manufactured
ones. But I saw in the possession of one
a good "Browning," which he knew quite
well how to use. In front of me and some
times behind me was a sedan chair with
red and gold embroidery, containing a
young bride going to her new home. She
went as she went along; it was probably
her first leave-taking of home. There was
no near relation with her on her journey;
she was going to meet the bridegroom
amongst a host of strangers whom she had
never seen before probably. The Chinese
select the winter for their marriage season
because it is their sleek season and
friends can more easily join in the festivi-
ties.

My path led over a high hill, from which
I had a most extensive view of river,
hill, and dale. The wide plains, rich in
former years with the beautiful blossom
of the opium poppy, presented now end-
less patches of green barley and wheat
and remnants of the sugar-cane crops.
Most of the latter had already been cut
and crushed in the native stone-crushers.
The natives find sugar-cane growing a
lucrative occupation. The long wide
plains through which I travelled had
enormous quantities of the cane. Men
and women seem to enjoy the cutting and
crushing of it immensely. They went
about laughing and talking cheerily and
merrily, carrying the cane from the field
to the crushing mills. These crushers are
of very simple design and quite effective.
One or two of these are owned in common
by a whole village. The hilarity that
reigns during the operations is chiefly
owing to the fact that so many of the
village families come together for mutual
assistance as people do at home in some
parts of Scotland for hay-stack making.
The buffaloes, which keep these stone-crushers
going, have the hardest part of it. They
are hurried on by loud shouting and a
long bamboo. To the observer the method
of collecting the cane juice does not appear
to be very cleanly, nor can the sugar
so prepared by Chinese for eating pur-
poses be pronounced clean by any means.
The Chinaman believes that sugar cleanses
itself—that the rat which falls into the
liquid sugar does not effect more than the
quantity that clings to its hair and that
if the rat remains there for months it
does not matter!

In the course of my journey I came
to a village which a few years ago was
one of the most prosperous in South
China, but is now all in ruins—the result
of fratricidal warfare between the largest
sections of the same village. I walked
through the charred ruins of some pros-
perous homes which I had visited in
former years. The reason for all this
destruction was that one section dared to
despise the other section as being inferior.
As things have turned out, both sections
have come to stalemate. In conversation
one of the villagers said: "Here you
see we have a little 'Pi-li-shi' (Bel-
gium). But there was more; there was
trench warfare. To get from one section of
the village to another would mean need-
less exposure, so a concrete trench was
built. This is termed 'rat' warfare. But
the villagers fight with grenades, also,
and it was by means of grenades that
they burned and destroyed each other's
homes and streets. The villagers
carry on grenade warfare to an alarming
extent. They waylay each other on the
highway to markets and use the grenade
as being more effective. There was a high
game being played when I passed
through: one section was trying to pre-
vent the other from removing their sugar-
cane. The harvesting parties went under
guards with guns ready. Looking out
from my window I saw the opponents
rushing forward and, as it appeared to
me, blindly firing, then cringing low,
and hastily beating a retreat. So it goes
on day after day. Being a neutral, there

AT THE MAGISTRACY.

TWO IN POSSESSION.

Before Mr. Magellan two Chinese were
charged with being in possession of 15 tael
of opium valued at \$125, on the Macao
wharf. The first defendant said it had
been given to him by the second defendant
and the second defendant denied he had
done so. The first defendant was fined
\$1,350, or three months' hard labour in
default, and the second was discharged.

MISSING LEAD.

A Chinese was charged with stealing lead
to the value of \$4 from the Tai-koo Docks.
A watchman said he saw the defendant
coming out of the yard with a basket which,
upon being opened, was found to contain
the lead. Defendant was sent to prison
for a month, and was ordered to be placed
in the stocks for four hours.

GOLD BUTTONS.

A Chinese was charged on remand before
Mr. Wood with being in unlawful possession
of three gold buttons. A Lukong said he saw
the man standing outside a shop and act g
in a very suspicious manner. He went to
him and asked him what his business was.
He then searched him and found the but-
tons. Defendant could not give a satisfac-
tory explanation of how he had come by
them, saying that a small boy had given
them to him to sell and that he was going
to give him a portion of the proceeds. In-
spector Brazil said that in all probability
the man had cut them from some lady's coat
at the race course. There was a previous
conviction and sentence of 14 days' hard
labour was passed.

was no danger in my going wherever I
pleased. But the difficulty was to get
away, for I could find no one to carry
my cases. Finally, I secured women to
carry my things beyond the disturbed
district. Women, as a rule, have a free
pass and are not molested by either side,
the reason being that married women
belong to other clans and to molest them
would incur the vengeance of these other
clans. It was amusing, however, to see
how these women feared and trembled as
they passed through hostile territory,
especially when the enemy knew where
they were from and came forward to talk
to me. But the women are seldom inter-
fered with, so that, amongst the Hakkas
especially, they get most of the market-
ing work to do. The result of this war-
fare is that much sugar-cane is destroyed
and left uncut and many fields remain
unploughed and uncultivated.

The district referred to is in the Kit-
yang county. Dauiyins, county magistrates,
with other civil and military authorities,
I do not know how many, have tried to
pacify these people, but thus far their
efforts have been in vain. Here is a plain
instance of the limits of Chinese law. It
is not a case of fighting against the State,
and the contention is that the State has
no right to interfere to support the one
side against the other, since both sides are
equally to blame or equally in the right!

In this troubled region there is a good
deal of leprosy. The inhabitants evidently
do not fear the disease, for the afflicted
live with the whole and even eat at the
same table. There are cases of segrega-
tion, but it is voluntary. Wives of lepers
who have died even re-marry. I heard
of one instance where a leper's widow
had remarried three times. In each case
the husband became a leper, while the
woman remained immune.

I came to a busy market place, Tang-
kheng. The people here appear to be
enterprising. They are favoured by na-
ture in the form of a copious thermal
spring, which is collected into a large
pond. Here the male population con-
gregate every evening in large num-
bers for their ablutions—not a very
engaging spectacle to the passer-by.
Under the leading of the county magis-
trate, money has been collected and with
it a concrete wall made of cement and
decorated granite has been built round the
pond, a great improvement. Houses and
bridges are now being built of the same
material, which gives a modern appear-
ance to the once tawdry surroundings.
Cement manufacturers will delight in the
fact that the Chinese are beginning
to realize the merits of cement.
My journey led me over mountain passes
and through rugged gorges well-wooded
with short pine. An unusually heavy
downpour of rain last year denuded the
whole way of its bridges, great and small.
Until these are renewed it is hard to
know what the large cattle traffic to Keng-
shun county town will do, especially when
the rainy season begins. There were
very few wild flowers. The wild violets
by the wayside are always a delight,
although you miss the fragrance of the
garden violet. Birds are very scarce also.
A few of the ubiquitous magpie and magpie-
robin with an occasional ring-dove were
all I saw. I had a pleasant visit from
the county magistrate. He is a literary
man and delights in his books. He writes
short moral essays for the people and
posts them up on his yamen walls. If his
precepts were put into practice his own
office would be a secure. The only draw-
back in meeting him was that he would
insist on sending an escort of four soldiers
to accompany me. I insisted that owing
to his good rule the whole way was per-
fectly safe. It is very awkward to have
such a crew with you if you wish to see
things for yourself as you go along.
Beside, I was walking, and I felt that
I must have a chair if I accepted his
escort, and this I was determined not to
have. I had my way, and went on in blessed
loneliness, and returned home exhilarated
with my eighty mile journey.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smith, in their
weekly share report dated the 23rd Feb-
ruary state—

Owing to the Race holidays there has been
very little business transacted in the local
share market during the few days which
have elapsed since our report of the 19th
inst., but with liquidations for the Febru-
ary and March settlements practically
brought to a close prices generally have re-
covered, and at the close there is a strong
demand for both investment and speculative
securities. Standard Tin is wired by Lon-
don to-day at \$180, and Plantation Rubber
at 3/5 to 3/4 for spot and 6 months de-
livery respectively. Bar Silver is quoted
at 27d for ready, Sterling T.T. at 1/11; Shanghai T.T. at 73, and the Bank's buy-
ing rate for 3 d/s drafts on Shanghai at 74.

BANKS.—Hongkong and Shanghai have
again been booked at \$520 cum dividend,
and close with probable buyers at the
equivalent of this, rate ex dividend, viz.,
\$795.

MARINE INSURANCES.—Unions, on run-
ners of an increased dividend for 1914, have
advanced sharply to a buying quotation of
\$970, with sales reported at \$975, and no
sellers under a further advance. Cantons
have also come into strong request, and at
the close are unobtainable at the buying
quotation of \$417. North China continue
quiet at a nominal quotation of Tk. 180,
and Yangtzes neglected at \$245 with ex. 72.

FIRE INSURANCES.—Chinas have been
booked at the improved quotation of \$161,
and close in demand. Hongkong are un-
changed but firm at \$410.

SHIPPING.—Douglases on further profit
taking for settlement account declined to
\$125 sellers, but have since recovered, and
after further sales at this figure are now
in strong request at \$125 cash, and full
equivalents for April and May delivery,
with no sellers at present in evidence.

Indo-Chinas, more severely affected by
various "heat" rumours, were done as
low as \$132 for the Deferred for March
delivery, but have since advanced to a buy-
ing quotation of \$136 for cash, \$127 for
March, and \$142 for May delivery. The
Preferred have been booked at \$49 and \$50
and close in request at the former quota-
tion. Steamboats have weakened slightly
and close with sellers at \$10. Star Ferries
advanced to \$39 sales and close steady at
this figure.

OUT.—Shells have been booked at 98/6,
and more shares could probably be placed
at this rate. Ural Caspians continue on
offer at 35/-, and Langkits are wanted in
the North at Tls. 39.

REFINERIES.—China Sugars after weaken-
ing to \$137 for cash have advanced to a
buying quotation of \$140, and are also in
request for April and May delivery at full
equivalents. Luzons are quieter, but may
still be placed to a limited extent at \$39.

MINING.—Quotations are unchanged, and
there has been no business transacted
during the interval.

DOCKS, WHARVES AND GODOWNS.—Hong-
kong and Whampoa Docks have a drooping
tendency, and close with sellers at \$97 for
the old, and \$93 for the new. Kowloon
Wharves are firm at \$78, but with little
doing. New Engineerings are quoted in
the North at Tls. 104 buyers, Shanghai
Docks at Tls. 64 buyers, and Shanghai and
Hongkong Wharves at Tls. 90 nominal.

LANDS, HOTELS AND BUILDINGS.—Central
Estates are reported to have been sold at
\$96, but otherwise no business has trans-
pired under this head. All stocks, how-
ever, close in request at quotations, with
no shares obtainable under an advance.

COTTON MILLS.—Ewos are wanted at Tls.
140, Kong Yiks at Tls. 13, and Shanghai
Cottons at Tls. 91. In other securities
there is nothing doing and quotations given
are purely nominal.

MISCELLANEOUS.—Cements have improved
to \$10.10 buyers, and there is also a demand
for forward delivery at full rates. Dairy
Farms are still in request at \$29. Watsons
can be placed at \$6.80, Powells at \$8, Elec-
trics at \$43 to \$44, and Ropes at \$32.
There are sellers of Hongkong Trams at
\$6.20 and of China Lights at \$4.70.

MEMO.—Settling Day, February 23th.

YARN MARKET.

Messrs. Poliahwalla & Kowall, cotton
and yarn brokers of Hongkong, in their
report dated February 23rd, state that
there is not much to chronicle as regards
the volume of business, which has been
necessarily restricted by the reports of a
continuance of political unrest in the North,
causing dealers to exercise caution. The
tone of the market, nevertheless, has been
steady to firm, and rates generally mark an
advance of \$1 to \$1.10, the appreciation being
more manifest in the case of No. 15s. This
country buyers have not yet seriously re-
sumed purchases, and clearances do not yet
show tangible improvement.

Sales during the fortnight hardly ap-
proach 2,000 bales, and the Race holidays
that have intervened have no doubt some-
thing to do with the curtailment of trans-
actions.

All things considered the position of
the market is perfectly healthy, and we do
not foresee any likelihood of a setback
either in demand or values.

Total sales 1,900 bales.

Stocks.—Unsold and undelivered in the
godowns 58,000 bales.

Arrivals.—The Mail str. Nantia from
Bombay has brought in 3,345 bales for
Hongkong; and 3,399 bales for Shanghai.
Shipments from Hongkong to Shanghai,
coast ports, etc., 2,500 bales.

Shanghai.—Has looked up considerably,
and, according to reports, a large business
has been recorded at an advance of 2 to 3
taels. This has strengthened the hands of
home spinners, who have stiffened their
attitude and refuse to entertain overtures
from China.

Japanese Yarn.—Owing to big advances
asked there has hardly been any sale.

Raw Cotton.—Bengal, no stock; Chinese
sales 200 (small) bales at \$32 per picul.
Quotation, Bengal at \$30 to \$32 and Chinese
at \$30 to \$33.

SHIPPING NOTES.

REPORTED PURCHASE OF THE
"HANAMETAL"

Mr. Iwaki of Chefoo, is reported to have
purchased for Y.320,000 the famous Ameri-
can steamship Hanametel, says the Japan
Chronicle. This vessel, which was built at
Kiel in 1895, has been in the Singapore local
trade for some months past.

RECORD SINGAPORE-BANGKOK
TRIP.

The Siam Observer, of February 5th,
says—Steamers generally sail from Singa-
pore to Bangkok and do the return voyage
from Bangkok to Singapore, or what is
known in shipping circles as the round
trip, in from nine to twelve days. The
Norwegian steamer Dina, Capt. Jorgensen,
which has a speed of about twelve knots
an hour, has performed this round-trip in
exactly seven days. She left Bangkok for
Singapore, with a full cargo of rice, on
Friday last in the forenoon and returned
here from Singapore yesterday at noon!
It would be interesting to watch the results
of an attempt by Capt. Jorgensen to beat
previous speed records from Singapore to
Bangkok, and we believe such an attempt
is going to be made.

DEVELOPMENT OF NEUTRAL
SHIPPING.

The latest issue of Shipping and Engi-
neering contains amongst others an interest-
ing article on neutral shipping after the
war, in the course of which the writer
says—

Our nearest neighbour, Japan, is, as we
know, turning out ships with a rapidity
undreamt of in earlier days, and the same
might be said of Denmark, the United
States, Sweden and Norway. In fact a
vessel was recently launched in Japan with
in three months of the laying of her keel
plate and it is expected that she will be
completed and ready for delivery within
eight months of her commencement.

It will therefore, not surprise British
shipowners to find, when all their vessels
are once more restored to their former
purposes of trade, that formerly insignificant rivals
have, in the aggregate, got together a fleet
that will be a serious menace to British
trade.

WAR NEWS.

THE BARNACLE FLEET.

GERMAN SHIPS LYING IDLE IN SMALL
AMERICAN PORTS.

Approximately 63 steamers and sailing
vessels of the German and Austrian mer-
chant marine representing an aggregate
tonnage of over 226,000 tons, are lying idle in
harbours between Callao and Punta
Arenas on the West Coast of South
America.

Although the list represents but a small
proportion of the Teutonic merchant
marine tied up on account of the war, it
furnishes an imposing demonstration of
Great Britain's control of the seas.

Every one of these vessels has a tonnage
of well over 1,000, ten being over 4,000
tons, and twenty-five between 2,000 and
3,000 tons.

Late in November, one of the German
steamers, the Herzogin Sophia Charlotte,
a vessel of 2,315 tons, attempted to escape
from Callao, Chile, with a cargo of
nitrate for Germany, but was captured by
a British cruiser and taken to Port Stan-
ley, Falkland Islands.

LIONS IN BRITISH TRENCH.

The difficulties of our fighting men in
Africa are illustrated by the following
account of an incident which occurred at
a British post on the German East Africa
frontier in November, given by a Router
correspondent:

Lions with great daring got into a kraal
containing animals for food for the garri-
son, which was very near to one of the
British pickets. The lions succeeded in
killing forty sheep and goats.

Next evening a gun was set, and at
seven o'clock the lions again appeared.
The gun was heard to go off, and a full-
grown cub was found dead. Again the
gun was charged, although it was not
thought likely that the lions would re-
turn that night. They did come back,
however, and this time got the remainder
of their prey in the kraal.

On the following night, a trap having
been set, a number of officers watched in
the trenches. Three-quarters of an hour
later a shot rang out. As nothing hap-
pened the watch was kept until after mid-
night. Next morning a fine big lioness
was found not thirty yards away. One
of the officers, it was found, thinking he
saw a lion, had fired, and the animal,
with a spring, had landed on the top of
the trench itself. Luckily this was strong.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

CENTRE SECTION M.G. CO.

1.—During the absence on leave of
Captain G. G. Wood, Lieut. A. E.
Wright will be in command of the
Centre Section M.G. Co.

PARADES

2.—Parades on Thursday, 24th instant,
5.15 p.m.—Nos. 1 and 3 Sub-sections
Art. Battery, (as detailed in Corps
Order No. 4, dated 30th December,
1915)—10 p.m. gun drill at Head-
quarters. Sergt. Bradley R.G.A.
will attend.

REMAINDER, nil.

DETAIL

3.—On duty to-night: Scouts Company.
Ordinary Officer until morning of 25th
inst.: Lieut. Preston.

Next for duty: H.K.V.R.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

NEW ADVERTISEMENTS



TENDERS.

TENDERS are invited for the Supply of TIMBER, TIMBER MATERIALS, and SPARS to H.M. Naval Yard for one year from 1st April next.

Forms of Tender with full particulars may be obtained on application to the Naval Store Officer.

Tenders must reach H.M. Dockyard not later than 9th March next.

G. L. PLATT,
Naval Store Officer.
H.M. Dockyard,
Hongkong, 24th February, 1916. [321]

WANTED.

ENGLISHMAN (32), English and American Commercial experience, Time, Store and Bookkeeping; knowledge of Shipping, Lumber, etc., would accept Position in Colony. Best references.

Apply—Box "A,"
Care of "Daily Press" Office,
Hongkong, 24th February, 1916. [324]



YAMATOYA SHIRT CO.
YOKOHAMA.

K. TAKAHASHI.

RESIDING AT HONGKONG HOTEL.
ALL ORDERS PERSONALLY ATTENDED TO.
Our Shirts are Sold by
NAKAZAWA SHOTEN,
7, D'ARQUILL STREET.
Hongkong, 24th February, 1916. [323]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON,
GENOA AND SINGAPORE.

THE Steamship

"GLENSTRAE,"
Capt. G. Rodger, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st MARCH, at 10 A.M.

All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st MARCH, 1916, will be subject to sale.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Import and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd February, 1916. [322]

NOTICE.

ALL Persons having Claims against Mr. GUSTAV ENGEL, of Messrs. Wm. MEYERINK & Co., are requested to file same with the Liquidators before 15th March, 1916.

ALEX. ROSS & Co.,
Liquidators.
Hongkong, 9th February, 1916. [251]

NOTICE.

I HEREBY GIVE NOTICE that I am Not Responsible for any Debts that may be incurred in my name unless the order is countersigned by me.

STEPHEN C. LEE.
Hongkong, 22nd February, 1916. [313]

NOTICE OF REMOVAL.

WE HAVE This Day REMOVED our Offices to the First Floor, PRINCE'S BUILDINGS, CHATER ROAD (lately occupied by The Nippon Yusen Kaisha).

BRADLEY & Co., Ltd.
Hongkong, 21st February, 1916. [313]

WANTED.

A EUROPEAN GIRL to assist daily with a small Child.

Apply to—Box 122,
Care of "Daily Press" Office.
Hongkong, 22nd February, 1916. [318]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on SATURDAY, February 26th.

- CONDITIONS:
- 3 two minute rounds and if undecided an extra round of one minute.
 - In 3 weights: 118 lbs, 133 lbs, and 148 lbs.
 - Competitors weigh in at V.R.C. on night of February 24th.
 - Entries stating weight to be addressed to L. DRAXIN, Esq., care of V.R.C., before February 20th. No Entrance Fee.
 - No Competition if less than 18 entries.
 - The Committee reserve the right to refuse entries.
- Hongkong, 22nd January, 1916. [195]

PUBLIC COMPANIES

THE CHINA PROVIDENT LOAN & MORTGAGE COMPANY, LTD.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 8, Connaught Road, T.O. MORROW (FRIDAY), the 26th February, 1916, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 21st February, 1916, until FRIDAY, the 25th February, 1916, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th February, 1916. [375]

HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. ARDRE, MATTHEWSON & Co., Ltd., on THURSDAY, the 2nd March, 1916, at 11.30 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from 21st February to 2nd March, both days inclusive.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, 14th February, 1916. [287]

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE FINAL DIVIDEND DECLARED for the Year ending 31st December, 1915, at the Rate of TWO POUNDS THREE SHILLINGS STERLING together with a Bonus of FIVE SHILLINGS STERLING per Share, is Payable on and after MONDAY, the 21st day of February, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 19th February, 1916. [314]

HUMPHREYS' ESTATE AND FINANCE CO., LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND ON ACCOUNT of the year 1915 of THIRTY FIVE CENTS (35 Cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Voeux Road, Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 19th February, 1916. [307]

DOUGLAS STEAMSHIP COMPANY LIMITED.

SHARE CERTIFICATE No. 2965, dated 8th May, 1909, of Thirty Shares numbered 81186 to 81199 inclusive and 18569/18498 inclusive, standing in the Register in the name of Dr. JOSEPH WHITTELEY NOBLE, having been LOST, Notice is hereby given that unless the said certificate be produced at the Office of the Company, 20, Des Voeux Road, Central, Hongkong, on or before the 10th day of March, 1916, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th February, 1916. [254]

THE HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.

LOST.

APPLICATION has been made to this Company to issue Duplicate Certificate of 30 Shares in this Company in the name of YUEN CHEONG or other Certificate or Certificates in lieu thereof upon Statement that the Original Certificate No. 39, Thirty Shares numbered 7729/7758 dated 18th August, 1910, has been LOST or DESTROYED, and NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claim or representation in respect of such Original Certificate is made to the Company, the Undersigned will then proceed to deal with such application for duplicate.

For the HONGKONG STEAM LAUNCH TUG AND LIGHTER CO., LTD.,
GORDON & Co.,
General Managers.
Hongkong, 10th February, 1916. [259]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 3755 for Five Shares, \$100 paid-up, numbered 32-35/50, standing in the Register in the name of EUSTACE ALBAN KENYON, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 18th May, 1916, A NEW CERTIFICATE for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 19th February, 1916. [393]

FOR SALE.

MEDICAL PRACTICE FOR SALE in North China.—£1,000 a Year, £500 in Contracts. No opposition. Lowy's Chinese. Address—Box 3,
Care of "Daily Press" Office.
Hongkong, 22nd January, 1916. [370]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1916
SATURDAY (OFF-DAY),
FEBRUARY 26TH.

TICKETS OF ADMISSION to the GRAND STAND AND ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Tickets for the OFF-DAY, \$2. No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th February, 1916. [291]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which are being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th February, 1916. [292]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession will forfeit them, and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 16th February, 1916. [293]

BLUE CROSS FUND.

HORSES IN WAR TIME.

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The Daily Press.

HONGKONG 21TH FEBRUARY, 1916.

GERMAN KULTUR.

ALTHOUGH we are now all fairly well informed as to the meaning of German Kultur, there is still a good deal of confusion as to what the term implies. Happily the QUEEN OF GREECE, who, as sister of the KAISER, is an authority on the subject, has come to our assistance. In an interview recently granted to an American Press representative, her Majesty dealt at some length, and in an instructive fashion, with the term, and the world, which is always intent on something new, will no doubt welcome this endeavour to lighten its darkness. Kultur, according to her Majesty, is the "most perfect thing conceivable"—a thing which "the world will have to accept sooner or later, whether it wants to or not." This seems somehow to confirm the suspicion that German Kultur can be inculcated at the cannon's mouth without suffering any degradation in the process. Further, we are told that "it is the product of master minds working for the good of the whole." We should not have thought so, but as it would be impolite to contradict her Majesty we pass on to another phrase, which we are sure all will endorse and which seems to have some bearing on the subject. "Germany's methods in the prosecution of this war," said the Queen, "are such as were never before heard of," and, of course, the methods are the result of German Kultur—the Kultur "which all peoples will have to accept." Many centuries ago a problem in ethics was raised which has not yet been solved. The problem was "Do the ends justify the means?" In other words, if the purpose I have in view is good, can I take any measures, however bad, to bring it about? The problem is really a very difficult one, because it is easy enough to conceive a number of examples which apparently go to prove it absolutely. Knocking a man down is ordinarily an action which would lead to a breach of the peace and an appearance in a Police Court, but if there was some external danger threatening the man, and

his life could only be saved by knocking him down, who would hesitate to take that step? This, however, is a very elementary example. A much more subtle one is to be found in the ethics of war. Murder is a crime; all are agreed upon this point. But when a soldier is called upon to fight for his country, and slays many of the enemy, no one would venture to suggest that he was a criminal. Rather, they would laud his bravery. The end he has in view, the preservation of the independence of his country, justifies him in committing what otherwise would be murder. It is true that there are some conscientious objectors who would apply to war the same principles as govern us in peace, and due respect must be paid to them, but the very fact that the world, while acknowledging that they have a perfect right to their opinion, declines to accept it, shows that it cannot be logically carried out. There is evidently therefore, much to be said on the side of those who affirm that the end does justify the means. Yet, at the same time we all have a deep-rooted feeling that a lie is a lie, whether it brings success or failure; that no amount of special pleading can turn a wrong action into a right action or justify it in any way. We, therefore, adhere to the view that whatever may be the virtues of German Kultur, those virtues cannot be used to justify the means taken to spread it. The Queen of Greece no doubt spoke quite innocently when she said that "Germany's methods in the prosecution of this war are such as were never before heard of," but the innocent remark is sometimes more pregnant with truth than the sagest suggestion. Germany's methods are admittedly such as were never before heard of, and if those methods are the result of German Kultur, as her Majesty suggests, then we must perforce regard German Kultur as something not to be accepted on any terms. If Kultur means, as the Queen says, "organisation and a perfect adjustment of the details of life," then we must conclude that even these advantages can be bought too dearly if they result in a complete deadening of the moral sense; if they lead to the disregard of treaties, the wanton destruction of life, and a return to barbarism. After all, the value of a philosophy can only be measured by its effect on its followers. If it result in producing persons who fulfil all the qualities which we regard as most compatible with the social state, then we can accept the philosophy as sound. If, on the other hand, it merely serves to bring out all the worst qualities in human nature, we must reject it, however apparently successful it may seem, or however smoothly it may work on application. There is no doubt that German Kultur has met with a considerable measure of success, although it must be noted that Germany's successes have so far been chiefly in the subjugation of the smaller nations which lay in her path. With the greater Powers she has struggled in vain, and it may be suggested that it is only their unpreparedness for the struggle that has enabled her to hold them at bay. But even if Germany met with greater success, even if her armies enabled her to force a favourable peace, we should still reject German Kultur as the basis for a higher civilisation. Germany's victory would mean merely a further spreading of the barbarisation which has overtaken her country in the pursuit of Kultur, and it is better to pay the penalty now, once and for all, than to leave to future generations the struggle back to the light which their forefathers forsook.

A mail for Europe via Siberia closes to-day at 11 a.m.

Mr. A. C. Holborow, of Messrs. Drummond and Holborow, who has been recommended for a Commission left Shanghai by the P. & O. Nauru.

Commodore Maurice Fitzmaurice, formerly Captain of H.M.S. Triumph, who joined the staff of Admiral Wemyss at Mudros after the sinking of that gallant ship, and now commands H.M.S. Europa, has been awarded a Commandership of the Order of St. Michael and George.

Some forty Germans, all of military age, left Shanghai on the 17th inst by the China, bound for San Francisco. Apparently they are trying to get back to Germany to replenish her much depleted ranks. It will be interesting—says the N.C. Daily News—to see how far they get.

The Commander-in-Chief and staff of the U.S. Asiatic Fleet returned from Olongapo to Manila on February 3rd. The 1916 Manila Carnival was opened by the Queen leaving the U. S. S. Brooklyn in her royal barge. The Queen was received on board by the Commander-in-Chief with all honour befitting the ruler of the Carnival.

CORRESPONDENCE.

THE BENEFIT OF THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—Commenting upon "A Councillor's" sensible letter of yesterday, allow me a small space in your valuable paper to explain the cause that originated the awful exorbitant prices of kerosene and other marketable articles in this Colony.

The freight Steamer Companies are the principal cause of the rise in prices of the articles above mentioned; this is an undeniable fact. Taking advantage of the present situation, they have increased their freight tariff, hence the price of the goods has also increased; they are reaping the benefit of the war. If such is the case, "Councillor" was quite right in appealing on behalf of the poorly paid employes. One need not mention the names of these freight Steamer Companies, they are well known by everybody. Will they share some of these benefits with their staffs? That's the point to be attended to.—Yours, etc.,

A SHIPPER.

[Our correspondent deals with two separate and distinct issues in his letter. Freight rates have, of course, been determined all over the world by the laws of supply and demand, and no satisfactory plan has been devised for preventing this. It may, however, be pointed out that British shipping, as distinct from neutral shipping, will have to pay an excess profits tax to the Government. The disposal of the balance can have no effect on the present high cost of living, nor can it be said to concern the general public.—Ed.]

NEW CHURCH IN THE NEW TERRITORY.

A new Church has been built at Castle Peak in the New Territory, and is to be opened on Sunday next. The opening service will be conducted by Rev. J. Kirk Macdonachie. A launch will leave Blake Pier at 12 noon, and return at about 3 p.m. Friends intending to go with the party will oblige by informing Rev. J. K. Macdonachie in advance.

This church has been built by the Hongkong and New Territories Evangelistic Society, and is the third building erected by them within the last few years. People in other parts of the Territory are anxious to have churches built at an early date.

The present building is of two stories, the upper floor being occupied by the teacher, while the ground floor is used for church and school purposes. It measures 32 feet, by 13 feet, with a small room 10 feet by 13 feet at the rear. The cost of the building was \$1,000, half of which sum was generously contributed by a local gentleman interested in the work. Mr. A. P. Samy kindly gave his services as architect.

HONGKONG'S NEW ATTORNEY-GENERAL.

GENERAL.

MR. J. H. KEMP'S APPOINTMENT CONFIRMED.

The appointment of Mr. J. H. Kemp as Attorney-General of Hongkong was confirmed yesterday by the Secretary of State. The appointment takes effect from November 3rd, 1915.

Mr. Joseph Horsford Kemp, who thus succeeds Mr. J. A. S. Bucknill, now Chief Justice of the Straits Settlements, is a B.A. of Cape University, and a barrister-at-law. He was appointed a Cadet on November 17th, 1898, and arrival in the Colony in the following month, being attached to the Colonial Secretary's office. During 1899 he studied Chinese at Canton, and was also stationed in the New Territories in connection with Land Office work. On May 26th, 1900, he was appointed Registrar at the Land Court, and on November 28th Acting Second Police Magistrate. In 1907 he served as Acting Registrar of the Supreme Court and Acting Official Receiver in Bankruptcy. Mr. Kemp then became successively Acting First Police Magistrate and Head of the Sanitary Department, and on October 30th, 1909, he was appointed Registrar at the Supreme Court. This position he occupied up to the end of 1910, for, on January 1st, 1911, he became Crown Solicitor. From March to November, 1913, he was Acting Puisne Judge during the absence on leave of Mr. Justice Gompertz. In March, 1914, Mr. J. A. S. Bucknill, the then Attorney-General of Hongkong, was transferred to the Straits Settlements, whereupon Mr. Kemp acting as Attorney-General.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is to be held to-day.

The Hon. Mr. P. H. Holyoak will move:—"That in the opinion of this Council it is most desirable that the interned alien enemies should be removed from this Colony at the earliest practicable moment."

The orders of the day are as follows:—The first reading of a bill intitled, "An Ordinance to prevent the use of false passports, and to confer on the Governor-in-Council power to order the internment of certain suspected persons." Committee on the bill intitled, "an Ordinance to amend the Societies Ordinance, 1911."

THE WAR.

VIOLENT GERMAN ATTACKS.

GREAT AERIAL ACTIVITY IN WEST.

ONE ZEPPELIN AND SEVERAL AEROPLANES BROUGHT DOWN.

TURKS LOSE 40,000 MEN.

ALLIED SUBMARINE IN BOSPHORUS.

SINKS ENEMY MUNITION TRANSPORTS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY GAS ATTACKS.

ATTEMPT TO DEBOUCH PREVENTED.

PARIS, February 22nd.

A communiqué says:—The Germans violently bombarded trenches north-west of Givenchy. We replied energetically.

After an intense bombardment and many gas attacks, on a seven kilometre front in the Lihons sector, the enemy made attempts to emerge from their trenches but were driven back by curtains of fire.

GERMANS ATTACK IN FORCE.

FRENCH SECOND LINE REACHED.

PARIS, February 22nd.

To-day's communiqué reports that in Artois, at dusk, the Germans attacked in force at Bois de Givenchy and succeeded in penetrating our first trench, which was completely wrecked, along a front of 800 yards, and at several points reached the second line, from which they were driven by a counter-attack, except for a few parts.

The enemy's strength was seven battalions. They suffered heavy losses from the artillery curtains of fire and infantry and machine-gun fire.

The Germans exploded a mine at Roelincourt. We occupied the crater.

There has been further artillery activity around Verdun. Infantry attacked eastward of Brabant-sur-Meuse, gained a footing in our advanced trench and reached our second trench, but were driven out, the French taking numbers of prisoners. Two German attacks at Seppois were repulsed.

VIOLENT ATTACKS IN VERDUN SECTOR.

COSTLY ENEMY SUCCESS.

PARIS, February 23rd.

The evening communiqué says:—Enemy trenches east of Boesinghe, in Belgium, were bombarded. A heavy snowfall prevented offensive activity in Artois.

We destructively shelled enemy works in the west of Ravarin, in Champagne.

The enemy, north of Verdun, after a violent bombardment of both banks of the Meuse, launched a series of violent attacks between Brabant and Herbebois. All were repulsed, except those at Haumont Wood and the salient north of Beaumont, which the enemy, at the cost of heavy losses, succeeded in occupying.

Our curtain of fire north-west of Fromez prevented an attack which was in preparation from debouching.

There was great artillery activity at Bannes-Apt and west of Altkirch.

GERMANY'S LOST MANHOOD.

CASUALTY-LISTS INCOMPLETE.

LONDON, February 22nd.

The British correspondent with the French forces gives authoritative figures showing that the German casualty lists are most unreliable, and are constantly under-estimating the losses. It frequently happens that the total casualties announced for a Regiment is considerably less than the number of prisoners alone.

GERMANS USE GAS SHELLS.

LONDON, February 23rd.

General Sir Douglas Haig reports.—On Monday night the enemy sprang a mine east of Givenchy. We suffered no casualties.

The enemy also shelled Poperinghe. At dawn we sprang a mine near the Hohenzollern Redoubt, and occupied the nearer lip of the crater.

To-day our artillery bombarded enemy trenches in the vicinity of Maricourt, Oulliers and the Ypres-Comines Canal. The enemy shelled our positions south-west of Ypres, using many lacrymatory shells.

BRITISH AIRMAN'S HEROISM.

Our trenches between the Pilkem road and the Ypres Canal were also bombarded.

One of our aeroplanes was struck by an anti-aircraft shell. The pilot's leg was practically severed. He managed, however, to land his machine safely at an aerodrome without injury to the observer.

GREAT FRENCH AIR SUCCESSES.

A ZEPPELIN AND SEVERAL AEROPLANES BROUGHT DOWN.

PARIS, February 22nd.

A communiqué says:—We wrecked several observation posts in Argonne.

The day was marked with great aerial activity. A Fokker was brought down near Altkirch, an Albatross was brought down at Epinal and another near Bures. Seven French machines fought four German machines in the region of Vigneulles. Two of the latter were forced to land and the remainder fled.

German machines bombarded Fismes, Bar le Duc and Revigny, where fifteen German machines were forced to fight a French air squadron. One German machine was brought down and a second was pursued and seen to dive suddenly into its own lines.

Seventeen French machines dropped twenty-six heavy bombs on the Habsheim aerodrome and a goods station. Twenty-eight French machines bombed munitions works at Pagny sur Moselle. All the French machines returned safely.

DESTRUCTION OF A ZEPPELIN.

A Zeppelin was brought down at Brabant le Roi by motor guns. It was struck by an incendiary bomb and collapsed in flames.

A telegram from Bar-le-Duc says that Zeppelin L 77 was struggling in the wind, with lights out, at a height of 8,000 feet, when the French guns fired incendiary shells, one penetrating the side of the Zeppelin and going through. The flames spread throughout the whole of the airship, which slowly descended. The flames lit up the sky. On touching the ground all her bombs exploded. Frenchmen who rushed to the spot found amid the tangled wreckage 30 naked corpses. A second Zeppelin saw the disaster and turned tail.

The Zeppelin caused only slight material damage at Lunerville. Aeroplanes chased an airship over Metz.

PARIS, February 23rd.

The French Press is jubilant over the aerial victory.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ACTIVITY IN THE CAUCASUS.

LARGE TURKISH FORCES DEFEATED.

PETROGRAD, February 22nd.

A communiqué says:—There has been considerable activity in the Caucasus, where the Turks have been driven beyond the Boyukdere river.

The pursuit of the Erzerum stragglers continues. Several hundred more have been captured. The Cossacks routed a Turkish infantry and artillery column, and captured three field batteries and much material.

As the result of a brilliant charge in the Khny's region large Turkish forces were dispersed, many were killed, and a number were taken prisoners.

TURKS LOSE ARMY CORPS IN ARMENIA.

PETROGRAD, February 22nd.

The Turkish losses at Erzerum were about 40,000.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ITALIANS' NOTABLE SUCCESSES.

ROME, February 23rd.

A communiqué says that the Italians successfully concluded the action initiated on the 9th inst. by capturing the mountainous Colle zone in the Ougana district. Alpini, advancing over snowfields and through fog, reached the summit of the Colle and the adjacent heights, drove out the Austrians, and repulsed counter-attacks. Subsequently the Italians extended the area of occupation in the direction of Monte Cola Saddle.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ALLIED SUBMARINE IN THE BOSPHORUS.

MUNITION TRANSPORTS SUNK.

ATHENS, February 22nd.

Reports from various sources show that an Allied submarine passed through the Dardanelles and reached the Bosphorus on the 15th inst. The submarine torpedoed six munition-laden transports. There was the usual panic at Constantinople.

TURKISH SAILING SHIPS SUNK.

PETROGRAD, February 22nd.

Thirteen Turkish sailing ships have been sunk in the Black Sea.

GENERAL.

[THROUGH REUTER'S AGENCY.]

JAPANESE WAR WORK FOR THE RUSSIANS.

PARIS, February 23rd.

The new Japanese Ambassador, M. Matsui, interviewed on his arrival at Marseilles, said that all the Japanese factories were working for the Russians. They had not yet reached their maximum, but are already furnishing material of all sorts which the Japanese liked to think would help the Allies to gain success.

GERMANS TRYING TO SCARE AMERICANS.

NEW YORK, February 23rd.

Anonymous letters warn Americans booking passages on the liner *Espagne* not to embark in view of Germany's determination to attack armed merchantmen.

INFERNAL MACHINE IN BRITISH STEAMER.

RIO DE JANEIRO, February 23rd.

The Lamport and Holt steamer *Pennycuik* arrived at Maranhao seriously damaged by explosions in the bunkers. Three men were killed. The explosion is said to be due to an infernal machine.

TSAR'S SURPRISE VISIT TO DUMA.

PETROGRAD, February 22nd.

The Tsar paid a surprise visit to the Duma on its re-assembling. His Majesty was warmly ovated, members repeatedly singing the National Anthem. Enthusiasm prevailed throughout His Majesty's stay. The Tsar was again ovated on leaving.

[THROUGH REUTER'S AGENCY.]

COMRADES IN ARMS.

CLOSE UNION OF THE EMPIRE.

OTTAWA, February 22nd.

The Duke of Connaught gave a banquet in honour of the Australian Premier, Mr. Hughes.

Mr. Hughes said that in spite of disappointments and disillusion he was never in doubt as to the ultimate result of the war. We are here, he said, to support the British Government. He predicted the closest union of the Empire as a result of the war.

The Duke of Connaught, in a speech, said one important result of the war was that those who only knew each other by sentiment were now thrown together as comrades in arms. This was bound to cement more closely the different parts of the Empire.

THE BLOCKADE OF GERMANY.

LONDON, February 22nd.

In the House of Lords the Marquis of Lansdowne announced that the Government proposed to put the whole business in connection with the blockade in charge of a single Cabinet Minister, who would be entrusted with the co-ordination of matters in regard to the blockade.

It is stated that the Government thinks that for the purpose of the enforcement of the blockade of Germany it is desirable to leave a single Minister to co-ordinate the powers held by the Foreign Office, the Admiralty, the Board of Trade, and other Departments.

Lord Robert Cecil is mentioned as the likely person for the post.

It is expected that a statement will be made on the matter in the House of Lords to-day.

HISTORIC CANADIAN CHURCH BURNED.

QUEBEC, February 22nd.

The historic Catholic Church at Beaufort has been burned. The loss is estimated at \$400,000. It is believed that the Church was fired by sympathisers of the Germans in the concentration camp at Beaufort. The priest of the Church had been warned.

GENERAL SARRAIL AT ATHENS.

ATHENS, February 22nd.

General Sarrail has arrived and has had an audience with the King.

SIR W. H. MACKINNON'S APPOINTMENT.

LONDON, February 22nd.

Lieut-General Sir W. H. Mackinnon's appointment does not affect Lord Derby, who remains Director General of Recruiting.

THE KING'S HEALTH.

LONDON, February 22nd.

His Majesty the King's medical advisers are prepared to consent to a resumption of visits to the troops in training.

AVALANCHE IN AUSTRIAN TYROL.

LONDON, February 23rd.

A terrible avalanche in the Austrian Tyrol engulfed a crowded shelter hut, and 55 persons were killed, 49 injured, and 30 are missing.

CAPT. STANLEY WILSON, M.P. IMPRISONED IN AUSTRIA.

Capt. A. Stanley Wilson, M.P., who is a prisoner of war in Austria, has written the following letter to Col. Duncombe, chairman of the Holderness Conservative Association:—

Here I am a prisoner of war, and with only one hope that the war will be over soon. I was taken off a Greek steamer by a submarine on December 11th. After two nights and a day on board I was brought here. I must not give any details. Col. Napier was also taken prisoner, and we are together. Fortunately I have in him a capital companion, who can speak German very well. I am afraid it will be a very long time before I see my constituents. The outlook for me is not very bright, but I intend to do my best to be cheerful. Up to the present we have been very well treated. We had some most exciting experiences in the submarine. The officers on board treated us as though we were their guests and not their prisoners. We have as companions two French officers, who were made prisoners the day before us, their submarine having run ashore.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 11th.

THE REVOLT.

Naturally the revolt in the South continues to occupy the minds of the authorities and of the people, though the latter know very little indeed, except through the medium of the *Shuntien Shih Pao*, which publishes much truth, doubtless, but also much that is sensational and incorrect. The Government are, perhaps, to some extent, to blame for the popularity of this organ, as their suppression of other outspoken newspapers in the capital and a suppression of unfavourable news from the South tend to create a feeling of suspicion or distrust. It can well be imagined that it is not advisable to chronicle rebel successes but when these are reported in the *Shuntien Shih Pao*, denied then by the Government, and admitted several weeks later, it is no wonder that victories announced by the Peking authorities are received with a certain amount of scepticism. For instance, this week we had reports that Lu Chow had fallen into the hands of the rebels. These were promptly denied by the authorities, who claimed to have gained a victory there over the Yunnanese. Remembering the Government victory at Suifu and the denial of the rebel success there nearly a month ago, most people frankly declined to accept the official version. However, there seems now no doubt that the loyalist troops did achieve a victory here and that they have followed it up with the recapture of Suifu.

The invasion of Hunan by the Yunnanese troops and the progress in Szechuan, where the people seem to be neutral, have doubtless added to the seriousness of the outlook, but, making allowance for the pessimism which is characteristic of most foreigners who reside in the capital, there seems no reason for believing that the situation is any worse than the authorities themselves believe it to be. They have preserved a calm demeanour, which may have misled many into thinking that the Government treated the situation lightly, but, after all, it cannot be denied that it was the correct attitude for the Government to adopt in the circumstances.

MONARCHICAL.

Very little is heard regarding the monarchical restoration these days. It is tolerably certain that this movement will not be consummated during the trouble in the South, and even when peace is restored much will depend on the attitude of Japan, which, in turn, will also be influenced by developments in Europe. It is reported that the Chief Censor addressed a memorial to the Cheng Shih Tang advising that the monarchy be cancelled. This may have been true, because we hear that he has since resigned.

KWANGTUNG CHIANGCHUN HONoured. When it was announced that Lung Chi Kwang, the chiangchun of Kwangtung, had declined to accept the title of prince conferred upon him by the President-Emperor (which, by the way, seems to be the safest manner in which to designate the head of the State) it might have been inferred that he, like Li Yuan Hung, was not in sympathy with the new regime, but it is satisfactory to learn that His Excellency was only following Chinese style in modestly disclaiming his merits. I wonder when it will be proper to address the newly made princes and nobles according to their titles and ranks.

SPORT.

We have been provided with a fair number of ice hockey matches during the past week or so, and large numbers assemble at the Club Rink to witness this fast and exciting game. On Wednesday the quiet of the club rink was broken by the many American soldiers and marines who attended to watch the fortunes of their team against Peking Club, the "barracking" being enjoyed by the other onlookers. Unfortunately, a rough element was introduced into the play, and Mr. W. Park, of the Club team, had his thumb smashed. The game was a draw, four goals each. During this week-end we are to be visited by the Tientsin club, and matches will be played with the Peking Club, the Americans, Guard, and the International Club. These will probably be about the last matches of the season, as the ice cannot be expected to hold much longer.

PUBLIC HEALTH.

I understand that measles and scarlet fever are very prevalent at present, and foreigners have been advised to exercise care in attending fairs and other places where they would mix with crowds of Chinese.

KIANGNAN DOCK EXTENSION.

IMPORTANT DEVELOPMENTS FOR CHINA'S NAVY.

With extensive improvements, under way and in contemplation, at the Kiangnan Dock and Engineering Works at Shanghai, which is controlled by the Naval Board at Peking, and with several underwater craft being built in America, it is evident that the Peking Government has awakened to the fact that China is far behind the times in matters naval and that plans are in the making for extensive improvements in the naval branch of China's defence with an eye to possible needs after the warring nations in Europe are at peace.

Work will be at once started on the enlargement of the dock at the Kiangnan works which will be extended by 152 ft., giving it a total length of 530 ft., which, it is thought, will be sufficient to accommodate any ship that will be likely to require repairs at Shanghai. With the exception of the International dock, which is 532 ft. in length, the new Kiangnan dock will be the largest in Shanghai. Work on this important improvement, it is understood, will be pushed with all possible speed, and it is expected that the whole job will be completed within three months. This work will give employment to from 200 to 300 men. The work will be so planned that the present dock may be used while the work is going on, as a coffer dam will be built across the end of the existing dock separating it from the extended portion which is to be excavated.

Work is nearing completion on the new large machine shops addition, which will double the capacity of the former shop. This was started in December, and the building is now awaiting the arrival of the travelling crane girders and other steel material ordered from America. The combined machine shop building—the old and the new—will be 200 ft. long by 70 ft. in width, or 14,000 sq. ft. of floor area. In addition to this, the blacksmith shop and forge building will be increased by 7,200 sq. ft. floor area, and the works are now manufacturing a new steam hammer for this department. It will be a 15-ton hammer and will probably be larger than any in local shipyards.

When the work of enlarging the dock is completed, and the machinery is installed in the new machine shop, the capacity of the yard will have been doubled. But further improvements even than this are contemplated for the future, as it is planned further to extend the capacity of the works and to install additional equipment in the shipbuilding yards. Another dry dock is also a probability, and it is reported that these works will be undertaken shortly after the extensions now under way are completed.

Those who are in position to know more or less of the plans for the future of China's navy are of opinion that the naval authorities at Peking, in approaching such extensive additions to the Shanghai yard, are considering the improvements here as part of a general and well-prepared plan to develop the navy, in order that China may be prepared for any eventuality. In some circles it is considered well within the range of possibilities that China will employ naval experts from Europe, and that the system instituted by Admiral Lang, who left China in 1894, may be resuscitated.—N.C. Daily News.

IDENTITY OF GERMAN RAIDER.

A *Pioneer* cable dated London, February 4th, says:—The Hon. F. S. James, C.M.G., who was a passenger by the *Appam*, claims to know the survey ship *Moscow* from stem to stern and ridicules the statement that she captured the *Appam*; the raider was commanded by the same officer and had the same crew with the *Moscow*, but the raider was much larger. According to earlier captives transferred to the *Appam*, the raider was a new 5,000 tonner built for the fruit trade; the passengers were told that a boatload of bombs had been distributed about the *Appam* and they would be fired electrically in case of revolt; apparently they accepted the threat at its face value, moreover German prisoners aboard were released and armed and formed a guard. Sir E. Merewether states that the raider when first sighted hove to flying a distress signal. The *Appam* bore down and stopped in order to effect a rescue; the ensign at the stern was taken for a Union Jack, but proved to be the German naval ensign so weighted that it should droop.

PATRIOTIC LEAGUE.

In an appeal for further efforts addressed by the Committee of the Peking Branch of the Patriotic League of Britons Overseas it is stated that "it is proposed to request the Central Committee in London to suggest to the proper authorities that the word 'Peking' be associated with the naming of one of the airplanes purchased out of Peking contributions." If this is agreed to, it will afford much satisfaction to Britons resident in the Chinese capital.

BRITISH VOLUNTEERS.

The first year of enlistment having been completed, the Peking British Volunteers were inspected yesterday by the commanding officer, Major Nathan, and re-enlisted for another year of service. The Major expressed his satisfaction with the appearance and drill of the men.

PERSONAL.

Much interest has been manifested in the appointment of M. Krupenski, the Russian Minister, as Ambassador to Tokyo. M. Krupenski's departure will be regretted as he is generally liked and his qualities are appreciated. He has been in Peking quite a long time having passed through the siege of the Legations in 1900.

SHIPPING.

ARRIVALS.

CHILDA, Norwegian str., 1,102, Nils Hjorth, 23rd February—Saigon 18th February, Rice—Thoresen & Co.
DAIQU MARU, Japanese str., 2,497, K. Nagai, 22nd February—San Francisco 15th January, General—Toyo Kisen Kaisha.
DAIQU MARU, Japanese str., 2,221, Konishi, 23rd February—Saigon 18th February, Rice—Thoresen & Co.
ESAGO, British str., 1,127, W. Palmer Baker, 22nd February—Shanghai 21st February, Jardine, Matheson & Co.
GLENTRAE, British str., 3,045, G. Rogor, 23rd February—Singapore 17th February, General—Shewan, Tomes & Co.
HAICHING, British str., 1,228, Passmore, 23rd February—Swatow 22nd February, General—Douglas, Laiprak & Co.
HITACHI MARU, Japanese str., 4,031, S. Tomimaga, 23rd February—Shanghai 20th February, General—Nippon Yusen Kaisha.
NAMUR, British str., 4,188, A. Collyer, 23rd February—Kobe 16th February, General—P. & O. S. N. Co.
PAKHOI, British str., 1,227, A. Tucker, 22nd February—Chetow 16th February, General—Butterfield & Swire.
PHEUMENHA, British str., 1,065, W. C. Bird, 22nd February—Saigon 18th February, Rice and General—Ordey.
RIOTUN MARU, Japanese str., 3,002, Y. Yamaguchi, 22nd February—Samarang 18th February, Sugar and General—Dowdell & Co.
VULCANUS, Dutch str., 709, J. van Kregling, 22nd February—Amoy 20th February—Asiatic Petroleum Co.
WAKAMATSU MARU, Japanese str., 2,878, I. Yamamata, 22nd February—Wakamatsu 10th February—Coal—Mitsui Bussan Kaisha.
YU MARU, Japanese str., 1,509, K. Matsumoto, 23rd February—Chingwantan 16th February, Coal—Dowdell & Co.

CLEANANCES

IN THE HONGKONG CUSTOMS OFFICE.
February 23rd.
NAMUR, British str., for Europe.
WENCHOW, British str., for Shanghai.

DEPARTURES.

CHILDA, British str., for Canton.
CHILDA, British str., for Saigon.
HAIKIN, British str., for Swatow.
HAIKIN, British str., for Hongkong.
SINGAPORE, British str., for Canton.
VULCANUS, Dutch str., for Canton.

PASSENGERS.

ARRIVED.
Per *Namur*, for Hongkong, from Shanghai, Mr. C. H. Butler, Mr. A. J. Moore, Bennett and native servant, and Mr. V. Meade.

DEPARTING.
Per *Namur*, for Singapore, etc., Mr. T. E. Griffith, Mr. and Mrs. E. Culliford, Master G. Culliford, Miss A. Culliford, Mr. F. Taylor, Lieut. E. H. Daniels, Mrs. Raymond, Master A. A. Raymond, Miss S. Rev. F. E. Stogren, Rev. T. Johnson, Dr. and Mrs. J. A. F. M. Palha, Mr. and Mrs. A. B. Moss and infant, Mr. Duncan Patterson, Mrs. A. S. Shooker, Miss Cave, Mr. W. T. Easley, Mr. P. Hankin, Mr. G. Harris, Miss R. M. Hill, Mr. J. B. Risk, Mr. R. W. Lewis, Mr. T. G. Fane, Mr. G. B. Linford and native servant, Mr. Tracey, Mr. W. Barnard, Mr. and Mrs. J. W. Craus, son and native servant.

Per *Kamatsu Maru*, for Seattle, etc., Mrs. E. E. Diet, Mr. Luang Soraseni, Mr. Ange Jensen, Mr. C. Quadrelli, Rev. F. Crumpacker, Mr. R. Shioy, Mr. and Mrs. Lewis Perkins, Mr. Mize and servant, Mr. and Mrs. Mackinson, Mr. Milton Ewert, Mr. Ray Lankin, Mr. Ray Claypool, Mr. Harry Prescott, Mr. Harry Domster, Mr. Paul Henderson, Mr. Ed Buchanan, Mr. and Mrs. McNew and child.

LATEST STEAMER MOVEMENTS.

The P. & O. outward mail steamer *Kobe*, with the London mail of the 11th instant, arrived at Port Said on the 21st instant.
The str. *Monteagle* arrived at Moji on Tuesday, the 22nd instant, a.m., left Moji same day, at 8 p.m., and arrived at Kobe on Wednesday, the 23rd instant, at 3 p.m.
The P. & O. s.s. *Nuvora* left Singapore for this port yesterday morning with the outward English mails, and is due to arrive here on the 23rd inst. about 4 p.m.

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

now ready and contains:
Far Eastern News.
Hongkong.
Far Eastern Men and the War.
Sanitary Board Election.
A Lesson in Manners.
Singapore Volunteers.
Correspondence:
The High Cost of Living.
Leading Article:
Hongkong and Shanghai Bank's Jubilee.
Random Reflections.
The Colony's Finance.
The Law Courts.
Death of the "Liner's" Chief Officer.
Garments from Hongkong for the Troops.
Hongkong's Contribution to the Red Cross Fund.
Telegrams.
To Those Who Have Fallen.
Local Jockey Club.
Companies:
Hongkong and Shanghai Banking Corporation.
Kowloon Land and Building Co., Ltd.
Importance of the Study of Chinese.
Passenger List.
Shipping Notes.
National Medical Association.
Hongkong Tramway Co.
Commercial.

Extra Copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent; including postage 34 cents each.
\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance; postage extra.
Hongkong, 24th February, 1916.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SINGAPORE, MALACCA, PENANG, & SINGAPORE	HITACHI MARU	Jan. str.	24th	Tomimaga	NIPPON YUSEN KAISHA	To-day, at Noon.
LONDON & HONGKONG via SINGAPORE, MALACCA, PENANG, & SINGAPORE	NAMUR	Brit. str.	24th	A. Collyer	P. & O. S. N. Co.	To-day, at 3 P.M.
LONDON & HONGKONG via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 23rd Mar., at 3 P.M.
LONDON & HONGKONG via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 15th Apr.
MARSHALLS, LONDON & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 5th Mar., at 5.30 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 30th Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 4th Mar., at 3 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 7th Mar., at Noon.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 11th Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	Middle of Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	About Beginning of Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 25th inst., at 10.30 A.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 13th Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 14th Mar., at Noon.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 25th inst., at Noon.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 22nd Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 28th inst.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 14th Mar., at 4 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 15th Mar., at 11 A.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-day.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 2nd Mar., at 10 A.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 4th Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 25th inst., at D'light
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 28th inst., at Noon
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-day, at 4 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-morrow.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 27th inst., at D'light
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 27th inst.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 28th inst.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 29th inst., at D'light
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 29th inst., at 4 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 30th inst.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 3rd Mar., at D'light
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 27th inst., at Noon
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 1st Mar., at 10 A.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-morrow, at 3 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 28th inst., at 2 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 26th inst., at 3 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 29th inst., at 4 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 4th Mar., at 3 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 28th inst.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 3rd Mar., at 3 P.M.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	On 4th Mar.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-day.
VICTORIA & TACOMA via SINGAPORE, MALACCA, PENANG, & SINGAPORE	CHILDA	Brit. str.	24th	G. Masley	P. & O. S. N. Co.	To-morrow, at 8 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

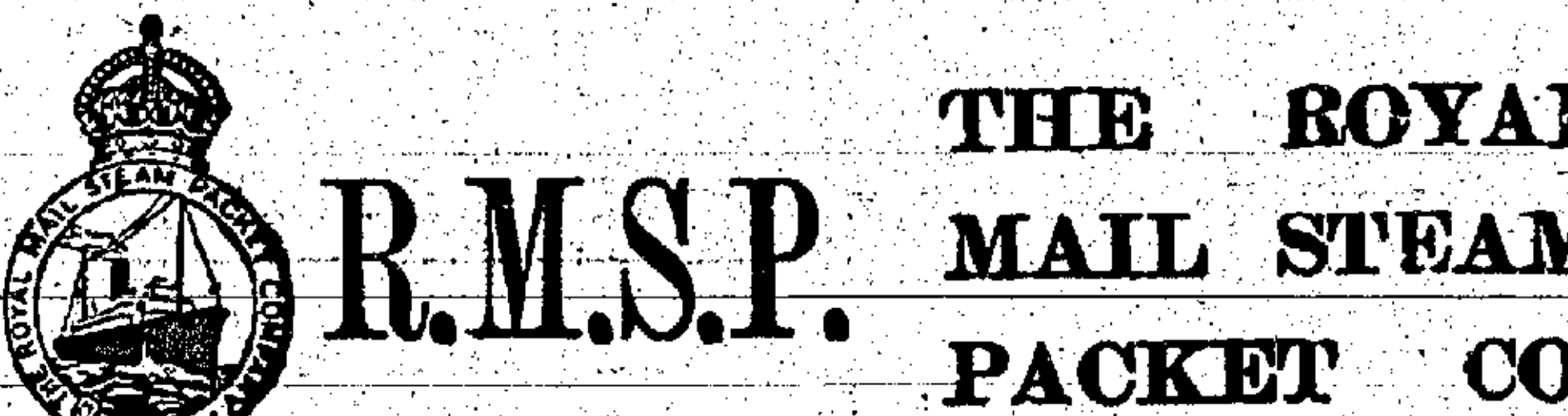
FOR STRAITS TO SAIL.
HONGKONG and HAIPHONG "TAKSANG" Friday, 25th Feb. 8 A.M.
Kobe and MOJI "KUMSANG" Saturday, 26th Feb. D'light.
MANILA "LOONGSANG" Saturday, 26th Feb. 3 P.M.
SHANGHAI, MOJI and Kobe "FOOKSANG" Tuesday, 29th Feb. D'light.
SHANGHAI "CHOYANG" Friday, 3rd Mar. D'light.
SHANGHAI "YATSHING" Friday, 3rd Mar. 3 P.M.
SINGAPORE, PENANG & CALCUTTA "YUENSANG" Saturday, 4th Mar. 3 P.M.
MANILA "YUENSANG" Saturday, 4th Mar. 3 P.M.

RETURN TOURS TO JAPAN.
The steamers "KUMSANG," "TAKSANG," and "FOOKSANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Oai, Yeking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Uman, Jesselton and Labuan.
Telephone No. 215.
For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
Hongkong, 24th February, 1916. GENERAL MANAGERS. [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals twice per week.
Passengers and Cargo at Current Rates.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.
Telephone No. 215.
Hongkong, 16th April, 1915. [24]



THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.
HOMeward.

TRANS-PACIFIC SERVICE.
Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.
For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.
Telephone No. 215 Sub. Ex. 10.
Hongkong, 24th February, 1916. [25]

CANADIAN PACIFIC

OCEAN SERVICES, LIMITED.

(PACIFIC SERVICE.)

FROM CHINA & JAPAN TO

CANADA, UNITED STATES & EUROPE

VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.
In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"
16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN" REDUCED FIRST CLASS FARES.
"MONTEAGLE" INTERMEDIATES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF RUSSIA" 23 MAR. "EMPRESS OF RUSSIA" 17 MAY.
"EMPRESS OF JAPAN" 5 APR. "EMPRESS OF JAPAN" 31 MAY.
"EMPRESS OF ASIA" 19 APR. "EMPRESS OF ASIA" 14 JUNE.
"MONTEAGLE" 25 APR. "MONTEAGLE" 28 JUNE.

* Calls at MOJI instead of NAGASAKI.
For further information, Sailings, Guide Books, etc., please apply to J. WALLACE, GENERAL AGENT. [110]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING
FROM HONGKONG connecting with "SURAT" FROM COLOMBO 18th March.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BELRA, DELAGOA BAY, DURBAN (Natal), PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and offering the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING
From Hongkong S.S. "MADAWASKA" 20th March.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BURNELL STEAMSHIP CO., LTD.)
JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

For LONDON "KEELUNG" On 16th April.
Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.
For rates of freight and further information apply to—

THE BANK LINE, LTD.,
OR TO RICE & CO., CANTON.
GENERAL AGENTS
Hongkong, 13th January, 1916. [104]

SHIPPING IN PORT

STRAITS.
AUSTRALIAN TRANSPORT, British str., 3,012, F. R. Clarke, 17th February—New York 7th October, Railway Material.—Bank Line.
FAUSANG, British str., 1,410, H. S. Malkin, 21st February—Saigon 16th February, Rice and General.—Jardine, Matheson & Co.
FOCKOW, British str., 1,227, D. R. Davies, 17th February—Saigon 12th February, Rice—Butterfield & Swire.
BUTZALA, British str., 2,708, S. G. Cave, 17th February—Calcutta 1st February, General—David Sassoon & Co.
GENINI, Japanese str., 1,305, W. S. Stalker, 22nd February—Wakamatsu 16th February, Coal—Mitsui Bussan Kaisha.
HUPH, British str., 1,205, A. J. Scott, 19th February—Hongkong, 13th February, Rice and Teakwood—Butterfield & Swire.
KIRIN MARU, Japanese str., 2,735, T. Sasaki, 22nd February—Kobe 13th February, General—Nippon Yusen Kaisha.
LOONGSANG, British str., 1,929, W. G. G. Lusk, 22nd February—Manila and February, General—Jardine, Matheson & Co.
MANAPOUR, British str., 1,988, Jones, 16th February—Saigon 11th February, Rice and Meal—Order.
NIGHTING MARU, Japanese str., 1,595, S. Suzuki, 22nd February—Wakamatsu, February 14th, Coal—Mitsui Bussan Kaisha.
NINGRO, British str., 1,228, J. A. M. Bullock, 22nd February—Saigon, February 15th, Rice—Butterfield & Swire.
NIPPON MARU, Japanese str., 3,000, H. S. Smith, 22nd February—San Francisco 22nd January, General—Toyo Kisen Kaisha.
NOMATHUS, Norwegian str., 1,024, H. Jensen, 20th February—Kobe 11th February, Rice—Thoresen & Co.
S. Jacob, Dutch str., 2,988, T. Banco, 19th February—Singapore, February 13th, General.—Java-China-Japan Line.
SHENKING, British str., 1,034, McIntosh, 13th February—Shanghai 10th February, General—Butterfield & Swire.
TAKSANG, British str., 1,034, Knight, 19th February—Haiphong, February 13th, General.—Jardine, Matheson & Co.
TATYAN, British str., 2,300, Percy W. Grayson, 22nd February—Melbourne 15th January—Butterfield & Swire.
TAMON MARU, Japanese str., 1,842, Y. Haketayama, 21st February—Yokohama 13th February, Rice—Order.
TILATAP, Dutch str., 2,410, F. E. C. van Schermbach, 22nd February—Kobe 16th February, General.—Java-China-Japan Line.
TONGLEE, Chinese str., 882, M. Honda, 22nd February—Saigon 17th February, Rice—Ching.
VAN SCHERMBACH, Dutch str., 1,868, R. de Weerd, 19th February—Hongkong 16th February, Coal.—Java-China-Japan Line.
VARG, Norwegian str., 573, J. Jensen, 20th February—Saigon 14th February, Rice—Thoresen & Co.
YU MARU, Japanese str., 1,595, Nishikawa, 15th February—Wakamatsu 8th February, Coal—Mitsui Bussan Kaisha.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NAMUR,"
Captain A. Collyer, carrying His Majesty's Mails, will be despatched from this port on or about THURSDAY, the 24th February, 1916, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MEDINA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Bills and Valuations and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding via Bombay to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per s.s. "CALEDONIA," due in London about the 5th April, 1916.
Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to—
E. D. PARE,
Acting Superintendent.
Hongkong 13th February, 1916. [1]

HONGKONG—NEW YORK.

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

S.S. "EGREMONT CASTLE" about Beginning of March.
For Freight and further information, apply to—

DODWELL & Co., Ltd.,
Agents.
Hongkong, 18th February, 1916.

HONGKONG—NEW YORK.

For NEW YORK via SUEZ CANAL or CAPE OF GOOD HOPE.

S.S. "INDRASAMHA" about Middle of Mar.
For Freight and further particulars, apply to—

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 9th February, 1916. [245]

P. & O. S. N. CO. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and BOMBAY VIA NANKIN	24th Feb.	3 P.M.	See Special Advertisement
USUAL PORTS OF CALL	Capt. A. Colyer		
LONDON and BOMBAY VIA NANKIN	24th Feb.	3 P.M.	Freight and Passage.
USUAL PORTS OF CALL	Capt. G. Manley		

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

Acting Superintendent.

Hongkong, 24th February, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINKIANG"	On 24th Feb., 4 P.M.
SHANGHAI	"LUCHOW"	On 27th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 29th Feb., 4 P.M.
SHANGHAI	"KUKIANG"	On 29th Feb., 4 P.M.
TIENTSIN	"KUEICHOW"	On 3rd Mar., Noon.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.
SS. "LINTAN" and SS. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Ample Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG" with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 24th February, 1916.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days

STEAMERS

CAPTAIN

LEAVING

"HAICHING" ... Capt. W. C. Passmore ... FRIDAY, 25th Feb., at 2 P.M.

"HAICHONG" ... Capt. J. W. Evans ... TUESDAY, 29th Feb., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & CO.,
GENERAL MANAGERS.

Hongkong, 22nd February, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

S.S. "FULTALA," 4,154 tons, Capt. S. G. Cave, will be despatched for SINGAPORE, on 26th February.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 21st February, 1916.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST ALBANS	20th Feb.	On 15th Mar., 11 A.M.
EMPEROR	16th Mar.	On 8th Apr., 11 A.M.
EASTERN	6th April	On 29th Apr., 11 A.M.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars, apply toGIBB, LIVINGSTON & CO.,
AGENTSPROPOSED SAILINGS OF MAIL STEAMERS
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK

Steamer	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to	SHANGHAI	from	MARSEILLES	at
	COLOMBO	HAI	KONG	DES	LOWEY
1916		about	about		
NAMUR	Feb. 20	Feb. 24	MEDINA	Mar. 26	April 2
NANKIN	Mar. 5	Mar. 9	MONGOLIA	April 9	April 16
NOVARA	Mar. 20	Mar. 24	MALWA	April 23	April 28
MAITA	Apr. 3	Apr. 7	KHIVA	May 8	May 15
NAGOYA	Apr. 17	Apr. 21	MOOLTAN	May 22	May 29
NANKIN	May 1	May 5	KASHGAR	June 5	June 12
NANKIN	May 16	May 19	KASHGAR	June 19	June 26
NOVARA	May 29	June 2	KASHGAR	July 3	July 10
MAITA	June 12	June 16	MEDINA	July 17	July 24
NYANZA	June 26	June 30	MONGOLIA	July 31	Aug. 7

Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved for Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows—

1st Saloon	"A"	Accommodation	Single	£74.	LONDON
	"B"	"	"	£68.	Return
2nd Saloon	"A"	"	"	£52.	"
	"B"	"	"	£48.	"

					MARSEILLE	
1st Saloon	"A"	Accommodation	Single	£70	Return	£136
	"B"	"	"	£54	"	£102
2nd Saloon	"A"	"	"	£50	"	£90
	"B"	"	"	£46	"	£82

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE—

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGER AT REDUCED RATES
PROPOSED SAILINGS

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due
	YOKOHAMA	SHANGHAI	HONGKONG	SWATOW	MARSEILLES	LONDON
	about	about	about	about	about	about
	1916	1916	1916	1916	1916	1916
NORE	Mar. 13	Mar. 23	Mar. 29	Apr. 4	Mar. 4	May 11
NELLORE	June 19	June 29	July 6	July 11	Aug. 9	Aug. 14
MONGARA	July 3	Jul. 13	Jul. 19	July 26	Aug. 23	Sept. 1

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £82 Single £87 Return, 2nd Saloon £42 Single £63 Return
FARES TO MARSEILLES:
1st Saloon £14 Single £24 Return, 2nd Saloon £10 Single £16 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION

DESTINATION	STEAMERS	TONS	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN, and TENERIFE	HITACHI MARU Capt. Tominaga	13,500	THURSDAY, 24th Feb., at Noon.
	IYO MARU Capt. Okamoto	15,000	THURSDAY, 9th Mar., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU Capt. Nagaoka	12,500	TUESDAY, 7th Mar., at Noon.
SYDNEY and MELBOURNE VIA MANILA, BANGALANG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	TANGO MARU Capt. Toyoda	12,500	TUESDAY, 14th Mar., at 4 P.M.
	NIKKO MARU Capt. Takeda	9,600	FRIDAY, 14th Apr., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGALANG	TOSA MARU Capt. Takano	12,000	SATURDAY, 4th Mar.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	PENANG MARU Capt. Enbiki	8,000	SUNDAY, 27th Feb.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. S. Fujino	12,500	MONDAY, 28th Feb.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda	9,600	THURSDAY, 9th Mar., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Terada	16,000	THURSDAY, 24th Feb.
SHANGHAI, KOBE and YOKOHAMA	KITANO MARU Capt. F. E. Cope	16,000	FRIDAY, 25th Feb.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600	To Marseilles 1st Single Yen 360
" " 2nd Single " 400	" " 2nd Single " 240
" " Return " 800	" " Return " 480
To London, Southampton, Liverpool via New York 1st Single Yen 280.130	To Marseilles 1st Single Yen 280.130
To Victoria, Vancouver, Seattle, Montreal 1st Single Yen 230	To Marseilles 1st Single Yen 230
To Sydney, 1st Single Yen 240	To Melbourne, 1st Single Yen 240
To Yokohama, 1st Return Yen 1150	To Kobe, 1st Return Yen 1135
" 2nd " 850	" 2nd " 835

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos 292 and 1941.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Steamer	From and Speed	Leave Hongkong
DAIREN MARU	11,000—14 knots	SATURDAY, 25th Feb.
NIFFON MARU	11,000—15 knots	TUESDAY, 27th Feb.
ANYO MARU	18,500—15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUESDAY, 14th Mar.
CHIYO MARU	22,000—21 knots	SAT. 8th April
PERIA MARU	9,000—17 knots	FRIDAY, 21st April
TENYO MARU	22,000—21 knots	WED., 3rd May

Proceeding to South America Ports.
Steamer via Shanghai leaves at 10.30 A.M.

First Class to London £71.10... RETURN (6 MONTHS) £120.

" " " New York £60. " " " £96.10.

" " " San Francisco £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamer of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND-THE-WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by RAILWAY between Ports of Call in Japan free of charge

SOUTH AMERICA LINE.

For CORONEL via JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUITO and VALPARAISO.

THROUGH BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,100—15 knots ... SATURDAY, 11th Mar.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT.

TELEPHONE 901. King's Building.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND YOKOHAMA ... To SAIL ... On 25th Feb.

YOKOHAMA ... (Without Transshipment) ... POLYNESIAN ... On 8th March.

MARSEILLES VIA SAIGON and ATLANTIQUE ... On 5th Mar., at 5.30 P.M.

PORTS ... (Without Transshipment) ... AMAZON ... On 18th March.

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Class.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

"CANADA MARU" ... Captain T. Suruga ... SATURDAY, 4th Mar., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM,

PENANG, AND COLOMBO.

Steamer Captain Leaving

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer Captain Leaving

"DAIGI MARU" ... T. Koshi ... SUNDAY, 27th Feb., at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving

SOSEU MARU ... A. Kobayashi ... WEDNESDAY, 1st Mar., at 10 A.M.

For TAKAO (DIRECT)

Steamer Captain Leaving

These Steamers of Coast and Foremen Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Battery Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER.

Second Floor, No. 1, Queen's Building

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer Arrive Hongkong from Australia Leave Hongkong for Australia

"TAIYUAN" ... 9th April ... 28th Feb.

"CHANGSHA" ... 9th April ... 17th April

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 14th February, 1916. TELEPHONE No. 36. AGENTS. 123

